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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/730,669	12/08/2003	R. Klaus Brauer	7784-000646	4805
27572	7590	08/23/2005	EXAMINER	
HARNES, DICKEY & PIERCE, P.L.C.			HUNNINGS, TRAVIS R	
P.O. BOX 828			ART UNIT	
BLOOMFIELD HILLS, MI 48303			PAPER NUMBER	

2632

DATE MAILED: 08/23/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	Application No. 10/730,669	Applicant(s) BRAUER ET AL.	
	Examiner Travis R. Hunnings	Art Unit 2632	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --  
**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) ☒ Responsive to communication(s) filed on 31 May 2005.
- 2a) ☒ This action is **FINAL**.                      2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) ☒ Claim(s) 1,8,9,19,20,22 and 27-29 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1,8,9,19,20,22 and 27-29 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 31 May 2005 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All    b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- |  |   |
|--|---|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892)   | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                                   | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152)             |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____  |

## **DETAILED ACTION**

### ***Claim Rejections - 35 USC § 112***

1. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claim 22 recites the limitation "the occupant" throughout the claim. There is insufficient antecedent basis for this limitation in the claim.

### ***Claim Rejections - 35 USC § 103***

3. The text of those sections of Title 35, U.S. Code not included in this action can be found in a prior Office action.
4. Claims 1, 8, 9, 19, 21, 22 and 27-29 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gopen (US Patent 6,661,353) in view of Lauter (US Patent 5,838,261).

Regarding claim 1, Gopen discloses the following claimed limitations:

The claimed presenting a moving map displaying graphical real time representations of a geographical region along a travel path of the mobile platform and including a plurality of information icons that indicate points of interest along the travel path to at least one traveling customer of the mobile platform via at least one passenger

display is met by the interactive flight map being provided to the passenger including a current map surrounding the flight of the airplane and including icons that point to relevant points of interest along the path of flight as seen in figures 3 and 4(column 2, lines 7-31). The claimed 'real time' representations of the map would depend on how quickly the map is refreshed and it would have been obvious to one of ordinary skill in the art to refresh the map at a sufficiently fast pace in order to simulate real-time updating of the plane's progress;

The claimed associating each information icon with at least one of a plurality of information modules, each information module containing information about a different one of the points of interest is met by the identifiers being icons and being associated with information regarding the particular identifier (column 2, lines 7-31);

The claimed presenting to the traveling customer the information module associated with an information icon selected by the occupant is met by the information being displayed to the passenger in response to the selection of a particular identifier (column 2, lines 7-31).

However, Gopen does not specifically disclose incorporating the information modules into a plurality of information manuals and marking each information manual with a plurality of identifiers to appropriately link each information module within the information manual with the associated information icon. Lautfa teaches incorporating information regarding particular things seen on a display in a printed information manual with identifiers that precisely locate the references in the printed manuals (column 4, lines 51-53). Modifying Gopen to utilize data associated with each identifier from a

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manual and providing references to the particular place in the manual that the data is located would lower cost by not having a costly electronic database, especially if a printed manual/document already exists. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen according to the teachings of Lauterbach to incorporate the information modules (data associated with each identifier) into at least one information manual and identifying each information module within the information manual with an identifier (reference) that corresponds to the associated information icon.

It is also well known that many electronic information systems, such as reference information and manuals, are also stored in a printed form for viewing.

Regarding claim 8, the claimed method of storing each of the information manuals in a plurality of locations that are easily accessible by the traveling customer is met by the technical documentation as taught by Lauterbach being accessible by the user. It would have been obvious to place the manuals in a location that is easily accessible when the user is going to be using it. The claimed method wherein presenting to the traveling customer the information module associated with an information icon selected by the traveling customer comprises providing the occupant access to the information manual, wherein the occupant can locate the information module that relates to the selected information icon within the information manuals using the corresponding identifier marked in the information manuals is met by the characteristic signal indicating

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precisely the references of the technical document containing the additional information (Lauta column 4, lines 51-53).

Regarding claim 9, the claimed plurality of passenger displays adapted to present a moving map displaying graphical real time representations of a geographical region along a travel path of the mobile platform and including a plurality of information icons that indicate points of interest along the travel path to a plurality of traveling customers of the mobile platform is met by the interactive flight map being provided to the passenger including a current map surrounding the flight of the airplane and including icons that point to relevant points of interest along the path of flight as seen in figures 3 and 4(column 2, lines 7-31). The claimed 'real time' representations of the map would depend on how quickly the map is refreshed and it would have been obvious to one of ordinary skill in the art to refresh the map at a sufficiently fast pace in order to simulate real-time updating of the plane's progress.

However, Gopen does not specifically disclose the claimed plurality of information manuals stored in a plurality of locations within a traveling customer cabin area of the mobile platform that are easily accessible by the traveling customers, each of the information manuals having a plurality of information modules textually stored therein, each information module containing information about a different one of the points of interest. Lauta teaches incorporating information regarding particular things seen on a display in a printed information manual with identifiers that precisely locate the references in the printed manuals that are easily accessible by the user (column 4,

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lines 51-53). Modifying Gopen to utilize data associated with each identifier from a manual and providing references to the particular place in the manual that the data is located would lower cost by not having a costly electronic database, especially if a printed manual/document already exists. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen according to the teachings of Lauterbach to incorporate the information modules (data associated with each identifier) into at least one information manual and identifying each information module within the information manual with an identifier (reference) that corresponds to the associated information icon.

However, Gopen still does not specifically disclose the claimed each information manual being marked with a plurality of identifiers that correlate each information module within the information manual with the associated information icon such that the traveling customers can locate and view the information module associated with an information icon selected. It is well known that reference manuals have identifiers such as page numbers and paragraph headings that are used to identify the location of information stored in the manual and it would have been obvious that the reference manuals of Lauterbach would also have page numbers and other identifiers to identify where the user would be looking to get the required information.

Regarding claim 19, Gopen discloses the following claimed subject matters:

The claimed method for providing information to a traveling customer of a mobile platform comprising displaying a moving map to illustrating graphical real time

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representations of a geographical region along a travel path of the mobile platform to the traveling customer as the mobile platform traverses the geographical region is met by the interactive flight map being provided to the passenger including a current map surrounding the flight of the airplane and including icons that point to relevant points of interest along the path of flight as seen in figures 3 and 4(column 2, lines 7-31). The claimed 'real time' representations of the map would depend on how quickly the map is refreshed and it would have been obvious to one of ordinary skill in the art to refresh the map at a sufficiently fast pace in order to simulate real-time updating of the plane's progress;

The claimed method for providing information to a traveling customer of a mobile platform comprising presenting at least one information icon on the moving map associated with at least one point of interest within a geographic region being displayed by the moving map is met by the identifiers being shown on the interactive flight map (column 2, lines 7-31);

The claimed method for providing information to a traveling customer of a mobile platform comprising associating the information icon with predetermined information is met by the data associated with the identifiers that is stored in the content storage unit (column 2, lines 7-31 and column 3, lines 13-20).

However, Gopen does not specifically disclose the map being a "moving map". Gopen uses still images of map data to present to the passenger the map and identifiers. Examiner takes official notice that it is well known in the art to constantly update map displays that are used for navigation purposes in order to keep the user up



to date on their current position. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen to make the map a "moving map" and constantly update the progress of the vehicle while it travels.

Gopen does not specifically disclose the claimed method for providing information to a traveling customer of a mobile platform comprising providing the information in an independent, printed information manual located in a vicinity of the traveling customer. Lauterbach teaches providing a text-based reference technical document that contains additional information regarding particular events that can occur in an aircraft that the user can use to gain the additional information (column 4, lines 51-53). Providing the passenger of Gopen with access to the technical document that contains the data regarding a particular identifier would allow the passenger to gain information regarding particular places of interest shown on the display screen while lowering the overall cost of the system by removing the electronic content storage unit. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen according to the teachings of Lauterbach to provide information to a traveling customer of a mobile platform comprising providing the information in an independent, printed information manual located in a vicinity of the traveling customer.

Gopen and Lauterbach disclose the claimed indicating on the moving map an identifier marked in the independent printed information manual that correlates the predetermined information with the information icon to thereby indicate where the predetermined

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information can be obtained in the independent, printed information manual is met by the identifiers being icons, text, or other unique identifying symbols (Gopen: abstract and column 2, lines 7-31). It would have been obvious to one of ordinary skill in the art to provide reference, using a page number, to the technical document so that the passenger could easily look up the related data.

Regarding claim 21, Gopen and Lauter disclose all of the claimed limitations as discussed above, wherein the claimed displaying instructions is met by the indication of the reference to the particular information in the manual, e.g. particular pages, sections, etc. instructing the user to go to.

Regarding claim 22, Gopen discloses the following claimed limitations:

The claimed method for providing information to a traveling customer of a mobile platform comprising displaying a moving map displaying a graphical real time representation of a geographical region along a travel path of the mobile platform to the traveling customer as the mobile platform traverses a geographic region is met by the interactive flight map being provided to the passenger including a current map surrounding the flight of the airplane and including icons that point to relevant points of interest along the path of flight as seen in figures 3 and 4(column 2, lines 7-31). The claimed 'real time' representations of the map would depend on how quickly the map is refreshed and it would have been obvious to one of ordinary skill in the art to refresh the

map at a sufficiently fast pace in order to simulate real-time updating of the plane's progress;

The claimed method for providing information to a traveling customer of a mobile platform comprising displaying a plurality of information icons on the moving map at various points corresponding to the path of travel, each information icon corresponding to at least one particular portion of predetermined information about a plurality of points of interest along the path of travel that has been incorporated into at least one information manual is met by the identifiers being displayed on the map that correspond to data about particular points of interest along the flight path of the airplane (col2 7-31, col6 1-67 and col7 1-2);

However, Gopen does not specifically disclose the claimed information being incorporated in to at least one information manual. Lauterbach teaches providing a text-based reference technical document that contains additional information regarding particular events that can occur in an aircraft that the user can use to gain the additional information (column 4, lines 51-53). Providing the passenger of Gopen with access to the technical document that contains the data regarding a particular identifier would allow the passenger to gain information regarding particular places of interest shown on the display screen while lowering the overall cost of the system by removing the electronic content storage unit. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen according to the teachings of Lauterbach to provide information to a traveling customer of a

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mobile platform comprising providing the information in a independent, printed information manual located in a vicinity of the traveling customer.

The claimed identifying the portions of the predetermined information within the information manual with an identifier that depicts an image of the associated information icon would have been well known to one of ordinary skill in the art. It is obvious to coordinate information in printed form to the identifier that is referencing that printed information, whether it be in numerical (page number) form or graphic (icon) form.

The claimed providing the occupant access to the information manual, wherein the occupant can locate a desired portion of the predetermined information that relates to a point of interest identified by the information icon is met by the reference manuals being accessible by the user so that they can access the information that is referenced (Lauta: column 4, lines 51-53).

However, Gopen does not specifically disclose the map being a "moving map". Gopen uses still images of map data to present to the passenger the map and identifiers. Examiner takes official notice that it is well known in the art to constantly update map displays that are used for navigation purposes in order to keep the user up to date on their current position. Therefore it would have been obvious to one of ordinary skill in the art at the time of the invention to modify the device disclosed by Gopen to make the map a "moving map" and constantly update the progress of the vehicle on the display while it travels.

Regarding claim 27, The claimed marking each information manual with a plurality of identifiers comprises marking each information module within the information manuals with identifiers that depict images of the particular information icon that corresponds with the related information modules would have been well known to one of ordinary skill in the art. It is obvious to coordinate information in printed form to the identifier that is referencing that printed information, whether it be in numerical (page number) form or graphic (icon) form.

Regarding claim 28, the claim is interpreted and rejected as claim 27 stated above.

Regarding claim 29, the claim is interpreted and rejected as claim 27 stated above.

### ***Response to Arguments***

5. Applicant's arguments filed 31 May 2005 have been fully considered but they are not persuasive. The applicant argues the following:

**A:** with regard to claims 1, 9, 19 and 22, applicant argues that the prior art does not disclose nor teach providing information in printed information manuals for the traveling customers to access and that Lauterbach discloses providing information to pilots regarding a fault and not location information to passengers.

**B:** with regard to claims 1, 9, 19 and 22, applicant argues that the prior art does not disclose nor teach providing the map information in a real-time updating format.

Responses:

With regard to argument A, the teaching of Lauterbach, to provide information regarding electronic signals to users in a printed reference manual is sufficient to modify Gopen to include a printed information manual that contains information regarding points of interest along a flight path.

With regard to argument B, the prior art discloses updating the map periodically and examiner notes that it would have been obvious to one of ordinary skill in the art to shorten the time between periodic updates of the map to such a small period of time that it would be considered real time updating to anyone viewing the map in order to provide the user with the most up to date information regarding the flight path.

***Conclusion***

6. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within

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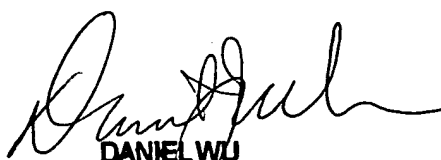
TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Travis R. Hunnings whose telephone number is (571) 272-3118. The examiner can normally be reached on 8:00 am - 5:00 pm M-F.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Daniel J. Wu can be reached on (571) 272-2964. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

TRH

  
DANIEL WU  
SUPERVISORY PATENT EXAMINER  
8/22/05